

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control device of a vehicle-driving motor, comprising:
 - a temperature sensor that detects a temperature of each coil, each coil supplying an alternating current to a corresponding phase of the motor; and
 - a controller that:
 - torque-controlling means for controlling the controls a torque of the vehicle-driving motor;
 - stall detecting means for detecting detects a stalled state of the a vehicle;
 - temperature detecting means for detecting temperatures of coils each supplying an alternating current to a corresponding phase of the motor;
 - current phase detecting means for detecting detects a current phase angle of currents flowing in the vehicle motor; and
 - temperature selecting means for selecting selects one of the temperatures detected by the temperature detecting means temperature sensor based on the basis of the a detected current phase detected by the current phase detecting means, phase angle, wherein
 - the torque-controlling means reduces the torque of the vehicle motor is reduced when the stall detecting means detects a the stalled state of the vehicle, vehicle is detected and when the a selected temperature selected by the temperature detecting means exceeds a restrictive temperature.

2. (Currently Amended) The control device of the vehicle-driving motor according to Claim 1, wherein the controller the temperature-selecting means selects a phase of the vehicle motor as a detected phase when a temperature of a the predetermined phase ~~when the phase detected by the current phase detecting means~~ is within a predetermined range where a maximum current flows in the ~~predetermined phase~~.

3. (Currently Amended) The control device of the vehicle-driving motor according to ~~Claim 1 or 2, Claim 2~~, wherein the current phase angle is ~~calculated on the basis~~determined based on ~~of~~ a rotational angle of the motor.

4. (New) The control device of the vehicle motor according to Claim 1, wherein the current phase angle is determined based on a rotational angle of the motor.

5. (New) The control device of the vehicle motor according to Claim 1, wherein the controller selects a phase of the motor as a detected phase when the detected current phase angle is within a predetermined range.

6. (New) The control device of the vehicle motor according to Claim 5, wherein the controller reduces the torque of the vehicle motor for each phase until a temperature of each phase exceeds the restrictive temperature.

7. (New) The control device of the vehicle motor according to Claim 1, wherein the controller reduces the torque of the vehicle motor for each phase until a temperature of each phase exceeds the restrictive temperature.

8. (New) The control device of the vehicle motor according to Claim 1, wherein when the stalled state of the vehicle occurs outside a predetermined range of each phase, a phase having a maximum temperature is selected.

9. (New) A method of operating a vehicle motor, comprising:
detecting a temperature of each coil, each coil supplying an alternating current to a corresponding phase of the motor;

controlling a torque of the vehicle motor;
detecting a stalled state of a vehicle;
detecting a current phase angle of the vehicle motor; and
selecting one detected temperature based on a detected current phase angle,
wherein the torque of the vehicle motor is reduced when the stalled state of the vehicle is
detected and when a selected temperature exceeds a restrictive temperature.

10. (New) The method according to Claim 9, wherein a phase of the vehicle
motor is selected as a detected phase when a temperature of the phase is within a
predetermined range where a maximum current flows in the phase.

11. (New) The method according to Claim 10, wherein the current phase angle is
determined based on a rotational angle of the motor.

12. (New) The method according to Claim 9, wherein the current phase angle is
determined based on a rotational angle of the motor.

13. (New) The method according to Claim 9, wherein a phase of the motor is
selected as a detected phase when the detected current phase angle is within a predetermined
range.

14. (New) The method according to Claim 13, wherein the torque of the vehicle
motor is reduced for each phase until a temperature of each phase exceeds the restrictive
temperature.

15. (New) The method according to Claim 9, wherein the torque of the vehicle
motor is reduced for each phase until a temperature of each phase exceeds the restrictive
temperature.

16. (New) The method according to Claim 9, wherein when the stalled state of the
vehicle occurs outside a predetermined range of each phase, a phase having a maximum
temperature is selected.